kilometers, and its population numbers /255/ 108,400 (1939), of which approximately half are Jews. This region is drained by the Bira, whose upper valley is also used by the railroad, and by the Bidzhan. Both of these rivers run through broad valley meadows, which are covered with cultivated fields. From the two rivers the region has also received the name of "Birobidzhan," which is often used. The capital of this oblast also bears the name of "Birobidzhan." Lying on the railroad at the point where the railroad leaves the Bira, this city has around 30,000 inhabitants (1939). Worthy of note is a large clothing and knitted goods factory, which is the sole large installation of this type in the entire Far Eastern region. The western part of the oblast, which has already been mentioned in the discussion of the Bureya Highland, is rich in the most varied natural resources, of which the coal deposits of Bira and the iron ore of Kimkan are supposed to become the basis for the establishment of a local heavy industry. The Jews are in all occupations, even in agriculture. In the large section of the west the cultivation of wheat and soybeans predominates; in the smaller eastern section, which is influenced by the nearness of the large city of Khabarovsk, the cultivation of potatoes and vegetables and the breeding of dairy livestock predominate.

Khabarovsk, which lies below the mouth of the Ussuri on the right side of the Amur, is the administrative and economic center of the entire Amur region. Its favorable location, in terms of transportation, in the center of a mighty river system and at the end of the Amur and Ussuri Railroad has permitted the city to grow very quickly into a large city. Having a population of only 52,045 in 1926, Khabarovsk almost quadrupled its population by 1929 when it had 199,364 inhabitants, and today its population has probably exceeded 300,000. This rapid growth in population goes back above all to the expansion and construction of industrial plants. In the foreground is machine construction, especially the construction of machinery for agricultural purposes, the processing of metal and of wood, and a food industry which is brought together in large plants. As the center of the Amur shipping, Khabarovsk has a shipyard in which coastal vessels are also built. A modern cracking installation has been added to the older oil refinery in order to process the oil from Sakhalin. Khabarovsk is the center of all air traffic in the Far East. Several airports are available, and, in addition, there are plants for the construction of airplanes and automobiles. In the wide surroundings of the city there has developed an agricultural economy which is typical of areas near cities and in which the cultivation of vegetables and the breeding of dairy livestock predominate.

361 563 lie at a distance from the Amur are as good as uninhabited and in many cases are also unknown. Besides the Goldi and Gilyak, who, being fishing peoples, live in fixed dwellings primarily on the Amur and its tributaries, there are reindeer-breeding Samaghir who traverse the region of the Gorin, and the Negidal of the Amgun region, who are smaller in number. The Olcha are diffused on the right side of [135] the Amur. Findings of gold, which have been made on almost all the left tributaries of the lower course of the Amur, have given some spurs to settlement in very recent times. The rivers on which gold has been found are the Limuri, Pilda, Bichi, and it has also been found in Orel Lake as well as on the lower course of the Amgun.

361 The most important localities on the lower course of the Amur are Komsomol'sk and Nikolayevsk. Komsomol'sk lies alone in a vast, unoccupied region of the left bank of the Amur. The city arose only after 1926 from the small fishing village of Perskoye; it was the creation of the Communist youth (Komsomol), from which it has re- [161] ceived its name. By 1939 it already numbered 70,000 inhabitants, [34] and today its population is estimated to be more than 150,000. The [327] city has a large river harbor with an important shipyard in which sea-going ships are also built. The largest undertaking is the steel and rolling mill, "Amur Steel," which is supposed to have been expanded to an annual capacity of 500,000 tons of crude iron through the con- [382] struction of three blast furnaces. The already existing oil refinery has been enlarged by the addition of a cracking installation. A second [77] heat power plant is under construction, and a large water power plant was completed some time ago to supply the city with electricity. In addition, the city houses around twenty additional industrial undertakings and promises to become the economic center of the entire 361 area around the lower Amur. Already several years ago the city was 496 connected with the Amur Railroad west of Khabarovsk by a railroad line, which begins in Volochayevka. In order to counteract the difficulties of building a railroad in the damp Amur plain, the railroad was laid on the western edge of the plain and also goes around Lake Bolon' in the west. With this course, new dry areas were opened up to agriculture, and at the same time the rich supplies of wood in the forests /259/ have been brought closer to exploitation. Of greatest significance, however, is the fact that Komsomol'sk is the end of the BAM. By using this railroad the vast areas of the northern Amur country have in Komsomol'sk their nearest exit to the sea. However, the natural unfavorability of the mouth of the Amur has led to a

361 The city of Vladivostok itself is very narrow in the overall installation. It encloses the "Golden Horn" and also stretches along Amur Bay. A section of the city also lies on the northern end of Russkiy Island opposite the entrance into the "Golden Horn." The hills rising quickly from the coast give an almost southern appearance to the view of the city with its rows of houses rising on the slopes. The main streets as a rule run parallel to the coast. The secondary streets are often so steep that they can be traveled only with difficulty. In contrast to the narrowness of the city and the tasteless apartment houses and business houses crowding the city, the varied, green surroundings, which are decorated by numerous, beautifully situated summer houses, appear especially pleasant. Russians constitute the [162] overwhelming majority of the population, but the percentage of Chinese and Koreans is very significant. In 1926 there were 23,400 Chinese, 7,000 Koreans, and 600 Japanese in a total population of 107,000. The Chinese as a rule are unmarried and work by preference as harbor workers.

361 Vladivostok is not only a harbor city, but it also has developed [255] into an industrial city. In first place here is the fish industry, which, however, is not concentrated solely in the city but rather is distributed over many localities in the immediate and more distant environs of the city. The fish industry is occupied predominantly with the canning of fish and crabs. Numerous fishing collection points along the entire southern coast supply the material. The most important localities lie on bays or on islands. The most important places are Nakhodka, where a railroad line from Suchan ends, Sarubino, and the islands of Popova, Reineke, and Putyatin. In second place is the wood industry, [322] which processes valuable deciduous trees and supplied wood products such as matches, veneer sheets, and furniture. In addition, the city also has flour and rice mills, leather factories and soap boilers. [346] Vladivostok has great importance as a naval harbor and a shipyard, [349] especially for naval ships. There is in addition a plant for constructing airplanes. An oil refinery supplements the entire industrial and [382] transportation economy. Among the numerous scientific institutions in Vladivostok, the branch office of the Academy of Sciences is [815] especially prominent. It has an important share in the exploration of the Far East.

361 Apart from this fish industry, which is distributed among 322 numerous localities along the coast, the area around Vladivostok is also rather richly equipped with other industrial installations. Among